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PROJECTA

12 VOLT

85 AMP SOLENOID DUAL BATTERY SYSTEM

Complete kit contains the following:

- 1 x 85A Solenoid
- 1 x Surge Protector
- 1 x 4m Battery Cable (Red)
- 1 x 60cm Battery Cable (Black)
- 1 x 3m Switch cable (Blue)
- 1 x Rocker Switch
- 2 x Large Battery Lugs
- 4 x Small Battery Lugs
- 1 x Positive Battery Terminal
- 1 x Negative Battery Terminal
- 2 x Black Heat Shrink
- 4 x Red Heat Shrink
- 2 x Insulated Blade Terminals
- 4 x Insulated Ring Terminals
- 1 x Wire Tap (white)
- 10 x Cable Ties
- 2 x Solenoid Mounting Screws

WARNING

- PLEASE READ THESE INSTRUCTIONS COMPLETELY PRIOR TO INSTALLATION.
- BATTERIES PRODUCE EXPLOSIVE GASES - Ensure no sparks or flames are present.
- Wear eye protection
- Vehicles must be in “NEUTRAL ”or “PARK ”, park brakes “ON ”
- Follow all vehicle manufacturer’s instructions
- Beware of moving parts
- Battery Isolators are designed for negative ground alternator systems with batteries of the same nominal voltage
- Batteries of differing voltages cannot be used

FEATURES

Heavy Duty Solenoid

A heavy duty, 85A solenoid made with a plated steel housing with 5/16” copper contact terminals provides the main control. It parallels the two batteries when the ignition is turned on and provides the essential isolation between the auxiliary and main battery when the ignition is off.

Ignition Switch

If the auxiliary battery is significantly larger than the starting battery, the auxiliary may flatten the starting when the ignition is turned on, not allowing the engine to start. The ignition switch allows the isolator to be turned off from within the cabin to allow the engine to be started before activating the solenoid.

Surge Protection

Provides surge protection for vehicles with electronic ignition systems.

Suits all vehicles

The solenoid isolator can be fitted to all 12V vehicle types.

PART No.	DBS085K
VOLTAGE	12V only
CHARGING CURRENT	85A/150A peak
CHARGE TYPE	Parallel
CONTROL	Ignition
MOUNTING	Surface/firewall
CURRENT DRAW	780mA when charging
VOLTAGE DROP	None
SURGE PROTECTION	Yes (SG100)

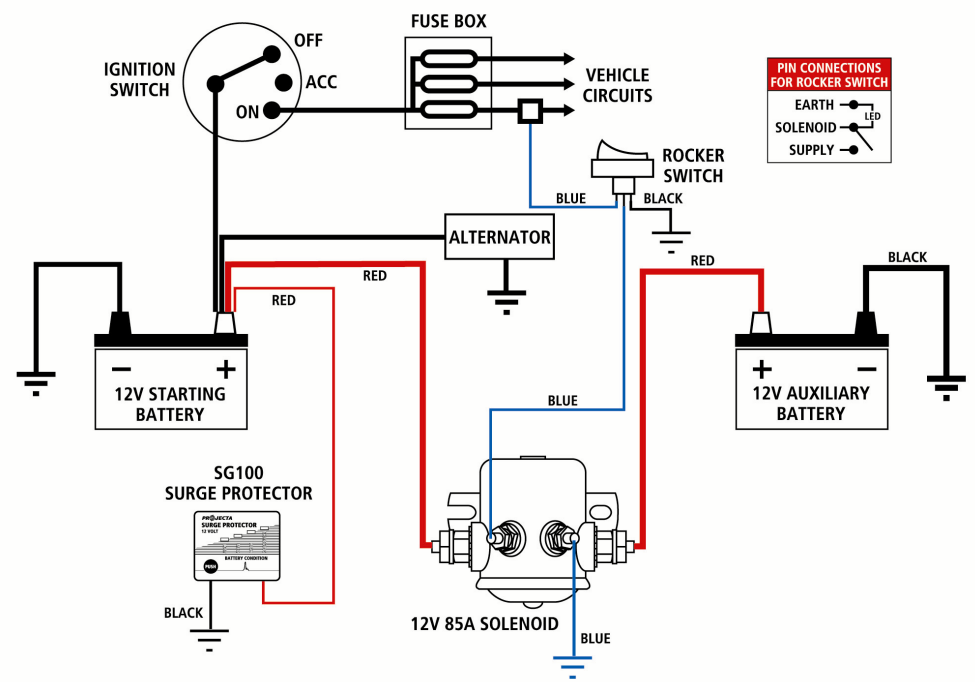
INSTALLATION - MOUNTING

1. Disconnect the negative battery cable (Earth) from the vehicle’s starting battery. Note: To prevent the loss of vehicle electronic memories, radio presets & security codes, it is recommended that an “Electrical System Memory Protector” be used.
2. Mount the auxiliary battery cradle and fit the auxiliary battery.
3. Use the two supplied screws to mount the Solenoid in a convenient location as near to the main battery as possible. Keep the Solenoid as far as possible from the exhaust manifold, turbo or any other high temperature components. Do not mount on the engine.

INSTALLATION - CONNECTION

To make the electrical connections, all cables need to be made to the correct length using cable lugs and heatshrink. Cable lugs should be crimped or soldered to the stripped battery cable and then protected with the heatshrink.

1. Follow the diagram below to complete the installation.



To check for correct operation:

1. With the ignition switch set at 'ACC' (Accessories) or 'OFF' the LED in the rocker switch should be off and the solenoid should be open (batteries not connected in parallel).

2. Turn the ignition switch to the 'ON' position and then switch the rocker switch to 'ON', the LED in the switch should illuminate and the solenoid should close, connecting both batteries in parallel (This can be checked with a continuity meter across the solenoids main terminals or can be confirmed by listening for a 'click' as the solenoid closes.)

3. Turn the ignition switch to the 'OFF' position or switch the rocker switch to 'OFF', the LED in the switch will turn off and the solenoid will open (batteries no longer cannected in parallel).

Note: The Rocker switch can be used to disable the dual battery system, this is particularly useful if your Auxiliary battery is very flat, disable the dual battery system before attempting to crank the engine and then enable once the engine has started.